Maryland Historical Trust

Maryland Inventory of Historic Properties number: B-4625

Name: COLD SPRING LANE OVER HOWARD RUN

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridge received the following determination of eligibility.

MARYLAND HISTORICAL TRUST

Eligibility Recommended ___X___ Eligibility Not Recommended _____

Criteria: ____A ____B ___X___C ____D Considerations: ___A ___B ___C ___D ___E ___F ___G __None

Comments: _____

_____

_____

Reviewer, OPS: Anne E. Bruder _____ Date: 3 April 2001

Reviewer, NR Program: Peter E. Kurtze _____ Date: 3 April 2001

MARYLAND INVENTORY OF HISTORIC BRIDGES **MHT No.** B-4625
HISTORIC BRIDGE INVENTORY
MARYLAND STATE HIGHWAY ADMINISTRATION/
MARYLAND HISTORICAL TRUST

SHA Bridge No. BC 3211 **Bridge name** Cold Spring Lane over Herring Run

LOCATION:
Street/Road name and number Cold Spring Lane

City/town Baltimore City **Vicinity** ___

County Baltimore

This bridge projects over: Road __ **Railway** __ **Water** X **Land** ___

Ownership: State __ **County** __ **Municipal** X **Other** __

HISTORIC STATUS:
Is bridge located within a designated historic district? Yes ___ **No** X
National Register-listed district ___ **National Register-determined-eligible district** ___
Locally-designated district ___ **Other** ___

Name of district

BRIDGE TYPE:
Timber Bridge ___:
Beam Bridge ___ **Truss -Covered** ___ **Trestle** ___ **Timber-And-Concrete** ___

Stone Arch Bridge ___

Metal Truss Bridge ___

Movable Bridge ___:
Swing ___ **Bascule Single Leaf** ___ **Bascule Multiple Leaf** ___
Vertical Lift __ **Retractile** ___ **Pontoon** ___

Metal Girder ___:
Rolled Girder ___ **Rolled Girder Concrete Encased** ___
Plate Girder ___ **Plate Girder Concrete Encased** ___

Metal Suspension ___

Metal Arch ___

Metal Cantilever ___

Concrete X:
Concrete Arch X **Concrete Slab** ___ **Concrete Beam** ___ **Rigid Frame** ___

Other ___ **Type Name** _____

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DESCRIPTION:
Describe Setting:

Bridge BC 3211 carries Cold Spring Lane over Herring Run in Baltimore City. Cold Spring Lane runs east-west over the southern flowing Herring Run. The area immediately adjacent to the bridge is heavily developed and is on the edge of Morgan State University, close to residential areas.

Describe Superstructure and Substructure:

Bridge BC 3211 is a single span filled concrete arch bridge. The total length of the bridge is 67 feet with a 53-foot clear span. The bridge has a rise of approximately 20 feet from springline to crown. There is a clear roadway width of 36 feet 2 inches, with an overall width of 51 feet 10 inches. The arch barrel has moderate deterioration, cracking, and efflorescence. There are large areas of scale and reinforcement bar exposure at the joint of the parapet and the base of the abutment. The spandrel walls have large areas of cracking and patched areas from previous repairs. In addition, the walls have areas of efflorescence. There is a 1-inch angle strip and a 2-inch cove molding around the intrados. According to a 1995 inspection report, the bridge is in good condition with a sufficiency rating of 91.3.

The arch has rows of evenly spaced rust spots and the intrados has a longitudinal crack at the center. There is some light efflorescence and darker stains along the joint. The abutment was not visible for inspection. The wingwalls have small longitudinal cracks with exposed reinforcement bar.

The south parapet is original. The designers used a closed parapet design on the approaches and an open parapet design over the arch. The reinforced concrete railing consists of panels securely fastened by dowels to the structure. The north parapet has either been filled-in or has been replaced with a solid panel parapet. The parapets are 53 feet across both sides of the bridge. Both parapets have concrete erosion with random cracks and light scrapes. There is a 3-foot spall on the east side near the center. Most posts have spalls with surface erosion.

Discuss major Alterations:

There has been extensive patching throughout the bridge, and the north parapet was altered at an unknown date.

HISTORY:

WHEN was bridge built (actual date or date range) 1929
This date is: Actual X **Estimated** ____
Source of date: Plaque X **Design plans** ____ **County bridge files/inspection form** ____
Other (specify)

WHY was bridge built? Widening of city roads
WHO was the designer? Baltimore City Department of Public Works
WHO was the builder? Baltimore City Department of Public Works
WHY was bridge altered? To correct structural deficiencies of the north parapet.
Was bridge built as part of an organized bridge-building campaign?
Yes, this bridge was built as part of Baltimore City Road extensions.

SURVEYOR/HISTORIAN ANALYSIS:

This bridge may have National Register significance for its association with:
A - Events X **B- Person** ____
C- Engineering/architectural character X

This bridge was determined eligible by the Interagency Review Committee in June 1996.

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Was bridge constructed in response to significant events in Maryland or local history?

The legislature of 1924 authorized the "creation of a State debt in the aggregate amount of $4,500,000, the proceeds thereof to be used for the construction and widening of rural post roads and lateral roads, and the extension of the State Roads System in Maryland..." Twenty percent went to Baltimore City for the construction of the city's infrastructure. This legislation was repeated in 1927. Baltimore City was participating in the same construction activities as the counties. However, the construction of modern two-lane bridges to replace one-way bridge usually included lanes on the bridges for the right-of-way of the trolley lines. Baltimore City used construction funds in 1929 to complete this structure across Herring Run to increase development and access to the city's Northeast region.

When the bridge was built and/or given a major alteration, did it have a significant impact on the growth & development of the area?

No, this bridge did not have an impact on the development of the area.

Is the bridge located in an area that may be eligible for historic designation?

No, this bridge is not located in an area that is eligible for historic designation.

Is the bridge a significant example of its type?

Yes, this is a significant example of a concrete arch bridge. This bridge represents Baltimore City's use of standard design methods. Although the city did not have standards for specific arches, standardization of design methods was encouraged for economic reasons.

Does bridge retain integrity of important elements described in Context Addendum?

The bridge retains its character defining elements. Although patched, the arch barrel still exhibits its original design and condition. The north parapet has been altered and is now of solid panel design. The south parapet, arch ring, abutments, wingwalls, and spandrel walls have not been altered.

Is bridge a significant example of work of manufacturer, designer and/or engineer?

Yes, this is a significant example of the work of the Baltimore City Department of Public Works.

Should bridge be given further study before significance analysis is made?

No, this bridge does not require further study.

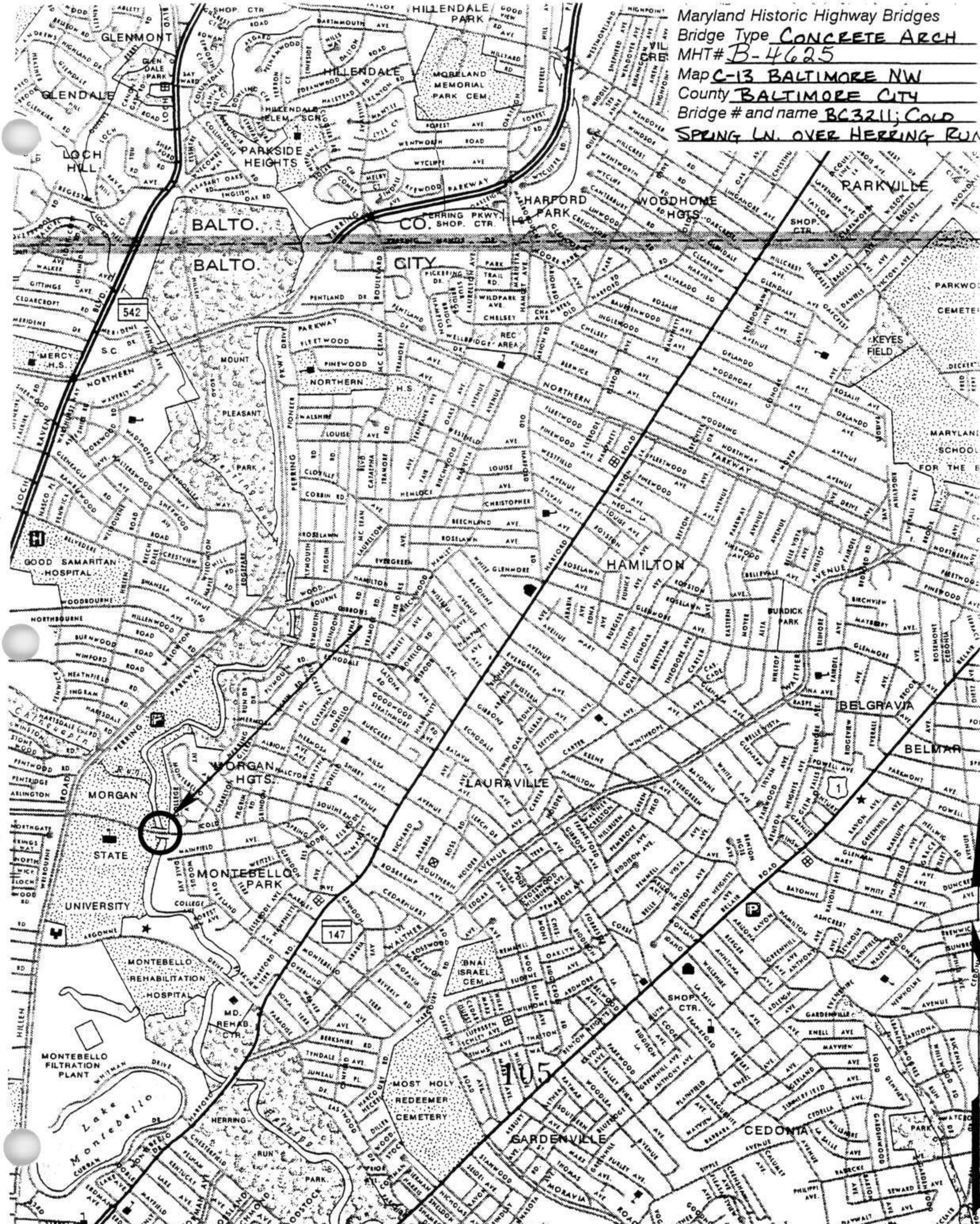
BIBLIOGRAPHY:

City/County inspection/bridge files X **SHA inspection/bridge files** X **Other (list):**

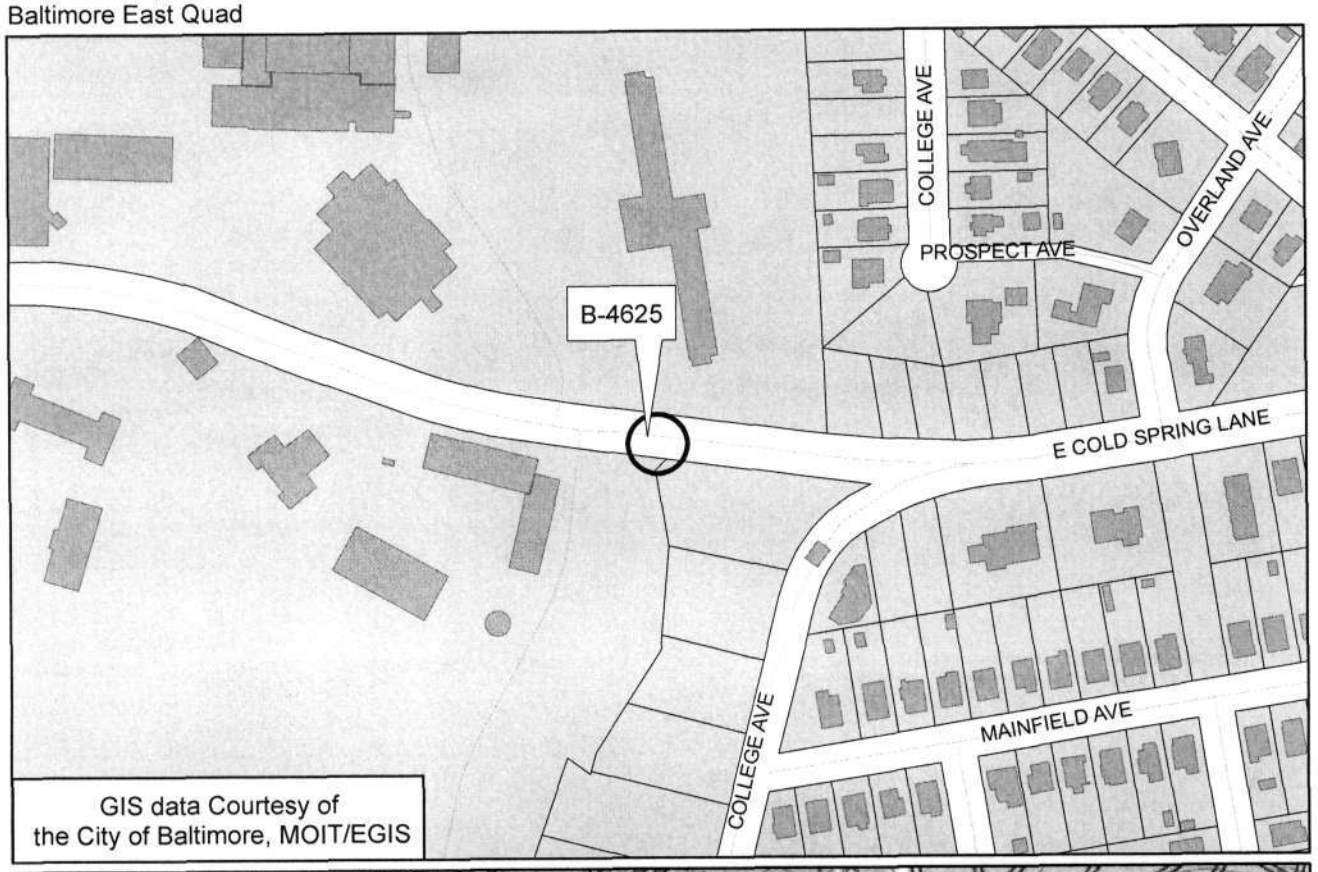
SURVEYOR/SURVEY INFORMATION:

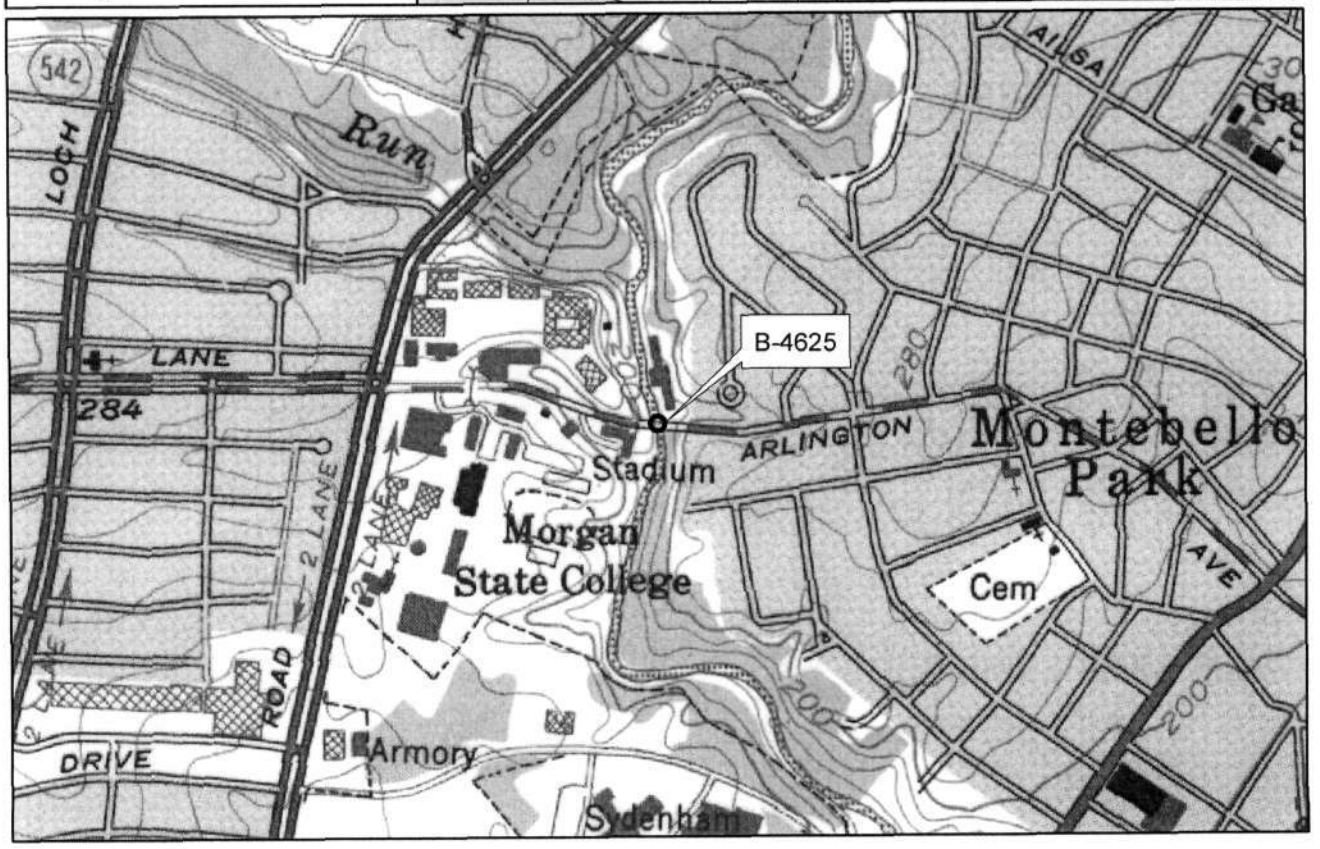
Date bridge recorded June 1996
Name of surveyor Stacie Webb
Organization/Address State Highway Administration 707, North Calvert Street, Baltimore, MD
Phone number 410-545-8559
Edited by P.A.C. Spero & Company, December 1997

Maryland Historic Highway Bridges
Bridge Type CONCRETE ARCH
MHT# B-4625
Map C-13 BALTIMORE NW
County BALTIMORE CITY
Bridge # and name BC3211; COLD SPRING LN. OVER HERRING RUN



B-4625
Bridge BC 3211
Cold Spring Lane over Herring Run
Baltimore City
Baltimore East Quad





Inventory # B-4625

Name 3211 - COLD SPRING LANE OVER HERRING RUN
County/State BALTIMORE CITY/MD
Name of Photographer TIM SCHOEN
Date 1/95

Location of Negative SHA

Description EAST APPROACH

Number 1 ~~25~~ of ~~36~~ 5

Inventory # B-4625

Name 3211-COLD SPRING LANE OVER HERRING RUN
County/State BALTIMORE CITY/MD
Name of Photographer TIM SCHUEN
Date 1/95

Location of Negative SHA

Description NORTH ELEVATION

Number ~~26~~ 2 of ~~36~~ 5

Inventory # B-4625

Name 3211-COLD SPRING LANE OVER HERRING RUN
County/State BALTIMORE CITY/MD
Name of Photographer TIM SCHOEN
Date 1/95

Location of Negative SHA

Description WEST APPROACH

Number 3 of 365


CITY OF BALTIMORE
EPARTMENT OF PUBLIC WORKS
BUREAU OF HIGHWAYS
ERECTED 1929
WILLIAM F. BROENING, MAYOR
CHARLES H. GOOB, CHIEF ENGINEER
ATHAN L. SMITH, HIGHWAYS ENGINEER
ARRY R. NOEL, DESIGNING ENGINEER

Inventory # B-4625

Name 3211-COLD SPRING LANE OVER HERRING RUN
County/State BALTIMORE CITY/MD
Name of Photographer TIM SCHOEN
Date 1/95

Location of Negative SHA

Description ID IMPRINT @ WEST END OF SOUTH PARAPET

Number ~~28~~ 4 of ~~36~~ 5

Inventory # B-4625

Name 3211- COLD SPRING LANE OVER HERRING RUN
County/State BALTIMORE CITY/MD
Name of Photographer TIM SCHOEN
Date 1/95

Location of Negative SHA

Description SOUTH ELEVATION

Number 5 29 of ~~36~~ 5